

ON STREET WORK COUNCILMEN ACT

The Island Creek Bridge and Light Plant Not Discussed

Mayor Yeiser Recommends Ordering a
Watchman at Tennessee Street
Crossing.

SOME SANITARY MEASURES.

The board of councilmen met in regular session last night and transacted principally routine business. One important matter suggested was that of requiring a watchman at Broadway and Tennessee street crossings of the Illinois Central railroad at night, and of the traction company charging children full fare. The city light plant and island creek bridge matters did not come up.

Councilman Dippie was absent. The minutes of the last regular and adjourned meetings were adopted.

Mayor Yeiser presented a petition from the board of public works asking that an ordinance be adopted, and condemnation proceedings brought to build sidewalks from the Illinois Central hospital to the city limits on Broadway. Referred.

Two matters pertaining to refunding milk dealers' licenses were referred.

The matter of refunding poll tax paid on M. E. Ingram, deceased, since 1900, was referred. The wife has been paying it with a property tax.

Mayor Yeiser presented a contract with Thomas Bridges Sons for building a culvert on Caldwell street. He recommended ratifying the contract. The recommendation was favorably acted on.

Mayor Yeiser recommended requiring the railroads to employ flagmen at the Tennessee street and Broadway crossings of the Illinois Central at night. It was referred.

Mayor Yeiser stated that he understood the Paducah Light and Power company has been and still is charging children from 5 to 12 years old full fare when they had no checks, and that this is against the provisions of the ordinance. Mayor Yeiser suggested the matter be referred for a conference. It was referred.

Mayor Yeiser recommended the payment of a claim for Ed Terrell for an old street contract which had gone to the courts and was decided against the city. It amounted to \$496.65. Action was deferred.

The sale of three acres of the old post house property was ratified. It went to W. C. O'Bryan for \$1,000.

Mayor Yeiser was instructed to advertise for bids for selling an old gravel pit on the north side.

Money paid into the city treasury for three retail saloon licenses which were refused by the upper board, was ordered refunded. The applicants were J. W. (Bud) Quarles, J. S. Rickman and the Paducah Distilleries company.

The report of the finance committee for pay roll, accounts, etc., amounting to \$3,963.89, was received and filed. The Terrell account mentioned above, was allowed.

Ordinances Acted On.
The following ordinances were acted on:

Ordinance for grading and graveling Twenty-third street from Trimble street to Mildred street, in the Glenwood addition. The owners of the Glenwood addition presented a contract to stand all expenses in event of any litigation resulting. The contract was accepted and the ordinance given first passage.

Ordinance for grading and graveling Twenty-second street from Trimble street to Mildred street, through the Glenwood addition, first passage.

Ordinance for sidewalks on South Second street from Washington street to Kentucky avenue, second passage.

Ordinance regulating the height of awnings in the business portion of the city at eight feet above the pavement at the lowest, second passage.

Ordinance for grading and graveling Sowell street from Ashbrook avenue to Hayes avenue, in Mechanicsburg, first passage.

Ordinance for grading and graveling Sowell street from Hayes avenue to Ashcroft avenue, first reading.

Ordinance for grading and graveling Hayes avenue from Sowell to Bridge street, first reading.

Ordinance for concrete sidewalks on Washington street from Third street to Second street, first reading.

Ordinance for sidewalks on First street from Washington street to Broadway, second passage.

Ordinance for grading Garrett avenue from Powell street to Bridge street. No action taken as a technicality existed which may lead to complications.

Ordinance for reconstructing First street from Washington street to Broadway, first reading.

Ordinance for the reconstruction of Second street from Washington

street to Kentucky avenue, second reading.

Ordinance for the sale of a franchise for the operation of a street car line out Broadway to Nineteenth street and on Nineteenth street to the Mayfield road, referred, the ordinance committee not having seen it before.

Councilman Van Meter stated that success was met with, except in one instance in securing necessary property for opening Broad street to the Union depot. The Katterjohn estate owns the one piece of property and is not ready to dedicate it.

Councilman Barnett stated that an agreement had been reached relative to island creek bridge and that advertisements have been made for bids on the work.

A petition for water mains on West Madison street was referred back, the requisite number of signers to the petition not having been secured.

The matter of erecting fire plugs on water main extensions, was referred for investigation. It is stated that the water company has not been setting them properly.

Liquor License Application.

A gallon and quart liquor license at 206 South Second street was presented. The matter was left open until the upper board can act.

An application from B. Padgett & company, at 1533 Broad street, Fred Romaine's old stand, was presented. The aldermen refused Padgett a license at Thirteenth and Clay streets, and the matter was deferred for the aldermen to act first.

A complaint from John H. Van Culin, saying he had been over and erroneously assessed for property, was referred to the board of tax supervisors.

A complaint from Mrs. M. A. Downs for an erroneous assessment was referred.

Several deeds and transfers to lots in Oak Grove cemetery were ratified. A new record book was bought for the use of the sexton of Oak Grove cemetery and presented to him.

City Judge E. H. Puryear asked for several new statutes, order and other books necessary to the proper operation of city court, and the board authorized him to secure the books. The expense will amount to less than \$50.

Councilman Kolb stated that valuable records were stored in City Engineer L. A. Washington's office, and in case of fire might all be destroyed. He suggested that the city build a fire proof vault or make some provisions for caring for the records. The matter was referred to the public improvement committee.

Councilman Hill reported a bad place in the pavement at Boyd and Trimble streets, where a depression had been caused in setting telephone poles. The matter was referred to the board of public works.

Councilman Williamson suggested an ordinance prohibiting digging "dry" wells in the city limits. Dry wells are receptacles for dirty water from residences, and are unhealthy. The committee was instructed to draft such an ordinance if one is not in existence.

President McBroom suggested improving North Seventeenth street, near Salem avenue, for the benefit of church goers who are unable to get into church after a hard rain because of the bad drainage. The street is one which the city has never accepted, and no action was taken.

On motion the board adjourned.

Doing Too Much.

President Roosevelt is entitled to all the satisfaction he is taking in the session of congress just closed, which he offers to match for "constructive legislation" against any other session in our history. It has certainly been a busy session, and there are many new laws. That is what the president calls "constructive legislation." He and most other Republicans regard congress as a factory—the greater the output the more admirable its record.

All reflecting observers of legislation, national and state, agree that the business is vastly overdone. Governor Pennypacker's warning to the legislature to that effect, fortified by the judicious opinion of the Swedish chancellor, Oxenstierna, was amply warranted. There are too many laws, and there is too little application of them. The idea that congress is useful in proportion to the additions it makes to the statutes is childish. A congress that will pass the appropriation bills—well pared down—and adjourn is the one that will really earn the gratitude of the nation.—Philadelphia Record.

WANTED.

Boys above 15 years of age to learn mule spinning at the Cohankus Manufacturing company. Can earn from \$6.00 to \$8.00 per week after learning. Apply at the office of the Cohankus Manufacturing company, Ninth and Boyd streets, city.

Visit Dixon Springs.

Rates \$7.00 per single week; \$6.00 per week for 2 weeks or month. Children under 10 years old half fare. For particulars address J. M. GROVES, Mgr.

Residence For The Sun.

UNIFORM WIDTH FOR SIDEWALKS

Mayor Yeiser "Digs Up" Some More Law on Subject.

Old Ordinance Causes City Solicitor
to Modify His Opinion As to
Latitude.

TWELVE FEET MEASUREMENT.

Mayor D. A. Yeiser's attitude in some respects seems to be of retarding public improvements, and his ability to secure means to obtain an end, is sometimes a source of wonder to his associates.

Mayor Yeiser is continually bringing up some matter suggestive of complications in municipal legislation. It is done for the welfare of the city, he declares, and not for any selfish purpose.

This was demonstrated last night in the councilmanic meeting when the matter of improving Second street from Washington street to Kentucky avenue, by side-walks was suggested. The pavements are to be of a certain width, which was asked for by property owners. The city solicitor had previously given an opinion in which he modified it by saying nothing but 12 foot, or "uniform" pavements could be built.

"In way of explanation of this latter opinion," Acting Solicitor James Campbell Sr., stated, "I will say that Mayor Yeiser 'dug up' or found in some way an old ordinance which says that 'all pavements must be uniform' and at that time the width of pavements was 12 feet. The city contracted to have city ordinances revised, and if this was properly done, then the pavements can be built narrower than the 12 foot regulation ordinance calls for. If the attorney who revised the ordinances did not touch this one, the present board in ordering revision of ordinances, can not go back beyond where the former revision left off."

This may change many side-walk improvements, which have already been ordered, and to show how he stood Mayor Yeiser gave his private opinion that he would veto all ordinances passed which conflicted in any way with the old one providing for a uniform pavement 12 feet wide.

Mayor Yeiser's action was prompted by a suit brought against the city by Contractor E. C. Terrell for the Washington street improvement. The city had to pay nearly \$500 because gravel was spread from property line down the level at the foot of Washington street. The court of appeals decided the case and last night the judgment was allowed.

Hearst is Dissatisfied.

It is not from a congress constituted as this one that the American people will ever get protection against the robbery of the railroads and the pillaging combines in business, nor from the poisoners of the meat trust and the food and drug adulterators. That protection will come only from a congress which will regard the people and not the "interests" as its master—a congress that will look upon swindling and poisoning trusts, not as aggregations of eminently respectable gentlemen worthily representing great American industries, but as the criminals they actually are.

It is for the people to destroy the complacency of the congressmen who served the trusts at the session just ended. Every man who voted to weaken the bills over which, in their amended feebleness, President Roosevelt grows so laudatory, in spite of his previous thunderings against the changes, should be beaten for reelection, no matter to which party he may profess allegiance.

Speaker Cannon's house and the corporation-owned senate obeyed the orders of the trusts just as far as they dared.—New York American.

A MODERN HOME FOR SALE.

Six rooms, bath, furnace, hardwood floors, up-to-date in every particular. Apply on premises at 416 North Fifth street.

Biliousness

"I have used your valuable Cascarets and find them perfect. Could not do without them. I have used them for some time for indigestion and biliousness and am now completely cured. Recommend them to everyone. Once tried, you will never be without them in the family."

Edward A. Marx, Albany, N. Y.

Deal For The Bowels.

Cascarets

CANDY CATHARTIC

THEY WORK WHILE YOU SLEEP

Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sickens, Weakens or Grips, No Stomach, Never Sold in Bulk. The genuine tablet stamped C. C. C.

Sterling Remedy Co., Chicago or N. Y. Co.

ANNUAL SALE, TEN MILLION BOXES

RAILROAD NOTES

Mr. Barney Cleary, first blacksmith in the local Illinois Central shops, yesterday beat the shop record made by Mr. Jerome Smith, now foreman of the shops, in welding an engine frame without removing it from the engine. The job was performed in four hours where it generally takes seven. Mr. Smith's feat was in six hours and Cleary beat it by two hours. The work was first successfully done here several years ago, and Paducah has since set the pace.

Mr. Horace Fleegle, an attaché of the Illinois Central freight house, was this morning promoted to the position of car service clerk with a desk in the office to succeed Mr. Fred Hisey, resigned. Mr. Hisey has gone to Cairo to work, and the promotion of Mr. Fleegle necessitated a series of promotions in minor offices in this department.

Switch engine No. 1872 left the track on the Illinois Central and Nashville, Chattanooga and St. Louis "transfer" near the Thompson stock yards this morning. It was just off the shop depot lead, and lacked but a few inches of causing a blockade this morning at the busiest time.

Messrs. James and John Vickery, Illinois Central tinners, have resigned and will go to New Mexico to work. The former will go home to Princeton first to spend several weeks with relatives.

This morning grading for the new arrangement of tracks in the shop yards of the Illinois Central began and the work will be pushed.

Mr. Walter Pate, time-keeper in the Illinois Central wood-working department, is out after a brief illness.

This morning the Illinois Central pay car arrived and all employees are being paid off.

Consul Dunning writes that the commercial development of Italy is further shown by the official announcement that the volume of traffic on the state railways from July 1, 1905, to February 20, 1906, was \$42,400,000, an increase over the corresponding period of the previous year of \$3,000,000.

Memories of Garibaldi are recalled by the death of Sig. Vito Riccobona, at London. He was in his 84th year and played an important part in the revolution of 1848 at Palermo and went through the whole campaign under Garibaldi. In more recent years he was associated with Covent Garden and Drury Lane theatres as an operatic singer.

RAILROAD TIME TABLES.

ILLINOIS CENTRAL.

Corrected May 30, 1906

| South Bound | 101 | 108 | 121 |
|------------------|---------|---------|---------|
| Lv. Cincinnati | 8:20am | 6:30pm | |
| Lv. Louisville | 12:01pm | 9:40pm | 7:31am |
| Lv. Owensboro | | 6:30pm | 9:00am |
| Lv. Horse Branch | 1:28pm | 12:00am | 11:00am |
| Lv. Central City | 3:30pm | 1:00am | 12:30pm |
| Lv. Nortonville | 4:09pm | 1:40am | 1:30pm |
| Lv. Evansville | 12:50pm | 2:40am | 2:30pm |
| Lv. Nashville | | 7:00pm | 8:00am |
| Lv. Hopkinsville | | 9:40pm | 11:30am |
| Lv. Princeton | 4:55pm | 2:27am | 2:30pm |

| | | | |
|------------------|---------|--------|--------|
| Ar. Paducah | 6:10pm | 3:40am | 4:15pm |
| Lv. Paducah | 6:15pm | 3:45am | 4:20pm |
| Ar. Fulton | 7:30pm | 4:50am | 5:00pm |
| Ar. Gibbs, Tenn. | 8:00pm | 5:15am | |
| Ar. Rives | 8:15pm | 5:30am | |
| Ar. Jackson | | 7:15am | |
| Ar. Memphis | 11:10pm | 8:30am | |
| Ar. N. Orleans | 10:35am | 8:15pm | |

North Bound

| North Bond | 102 | 104 | 122 |
|---------------------|---------|---------|--------|
| Lv. N. Orleans..... | 7:10pm | 9:15am | |
| Lv. Memphis..... | 6:45am | 8:50pm | |
| Lv. Jackson..... | 8:07am | 10:10pm | |
| Lv. Rives..... | | 11:58pm | |
| Lv. Fulton..... | 10:15am | 12:35am | 6:00am |
| Ar. Paducah..... | 11:20am | 1:43am | 7:40am |

| | | | |
|------------------|---------|---------|---------|
| Ar. Paducah | 11:20am | 1:40am | 7:40am |
| Lv. Paducah | 11:25am | 1:45am | 7:50am |
| Ar. Princeton | 12:30pm | 2:00am | 9:25am |
| Ar. Hopkinsville | 6:15pm | 5:20am | |
| Ar. Nashville | 9:25pm | 8:10am | |
| Ar. Evansville | 8:40pm | 8:40am | |
| Ar. Nortonville | 1:25pm | 3:15am | 10:30am |
| Ar. Central City | 2:05pm | 4:30am | 11:30am |
| Ar. Horse Branch | 2:00pm | 5:15am | 12:30pm |
| Ar. Owensboro | 4:55pm | 6:00am | 4:35pm |
| Ar. Louisville | 5:30pm | 7:30am | 4:35pm |
| Ar. Cincinnati | 9:15pm | 12:00am | |

ST. LOUIS DIVISION

| ST. LOUIS DIVISION | | |
|---------------------|---------|--------|
| North Bound | 306 | 374 |
| Lv. Paducah..... | 12:40pm | 4:20pm |
| Ar. Carbondale..... | 4:35pm | 8:40pm |
| Ar. Chicago..... | 6:30am | 6:30am |
| Ar. St. Louis..... | 8:05pm | 7:20am |

South Bound

| | | |
|----------------|---------|---------|
| Lv. St. Louis | 7:40am | 9:40pm |
| Lv. Chicago | 2:50am | 6:20pm |
| Lv. Carbondale | 11:40am | 7:05am |
| Ar. Paducah | 3:35pm | 11:00am |

CAIRO-NASHVILLE LINE.

| | | |
|----------------------|---------|---------|
| North Bound, | 101-801 | 125-835 |
| Lv Nashville..... | 8:10am | |
| Lv Hopkinsville..... | 11:20am | 6:40 am |
| Lv Princeton..... | 2:30 pm | 7:45 am |

| | | |
|---------------|--------|---------|
| Ar. Paducah | 4:15pm | 9:25am |
| Lv. Paducah | 6:15pm | 9:30am |
| Ar. Cairo | 7:45pm | 11:10am |
| Ar. St. Louis | 7:30am | 4:30pm |
| Ar. Chicago | 6:30am | 9:30pm |

South Bound

| | | |
|-------------------|---------|---------|
| South Bound | 122-822 | 136-832 |
| Lv Chicago..... | 6:20 pm | 9:40 am |
| Lv St. Louis..... | 9:40 pm | 1:50 pm |
| Lv Cairo..... | 6:00 am | 5:55pm |


| | | |
|------------------|--------|--------|
| Ar. Paducah | 7:45am | 7:40pm |
| Lv. Paducah | 7:50am | 8:10pm |
| Ar. Princeton | 9:30am | 4:45pm |
| Ar. Hopkinsville | | 6:10pm |
| Ar. Nashville | | 9:25pm |

Trains marked thus * run only except Sunday. All other trains run daily.

Trains 101 and 102 carry through sleepers between Cincinnati, Memphis and New Orleans.

Trains 103 and 104 sleepers between Louisville, Memphis and New Orleans. Trains 306 and 307 sleepers between Paducah and St. Louis. Train 301 connects at East Ca to with Chicago sleeper.

For further information address J. T. Donohue, agent, city ticket office, or R. N. Frasier, ticket agent, Union Depot, Paducah, F. W. Harlow, D. P. A. Louisville, Ky., John A. Seft, G. P. A. Memphis, Tenn.; S. G. Hetch, G. P. A. Chicago, Ill.; W. H. Brill, F. F. A. St. Louis, Mo.



NATIONAL CIGAR STANDS

Liberty!

The 2,000 druggists who have united in the National Cigar Stand Co., have won liberty for themselves and cigar economy for their public.

They have freed themselves from burdensome taxation on cigar-selling imposed by the old-fashioned system of cigar distribution which exacted from four to six profits between producer and smoker.

They buy cigars as one concern—the National Cigar Stand Co.—and thereby become sufficiently powerful in the tobacco market to own their own brands and control their own factories.

Every National Cigar Stand Virtually Produces Its Own Cigars

and sells them nearer to actual cost than ever before possible, because each store profits by all the advantages possessed by this central organization.

The saving effected by cutting out all the middlemen's profits is well represented in the following brands:

Black and White—Seed-and-Havana; as good as was ever bought at 3 for 25c. **5c**

Cuba-Roma—Clear Havana; Cuban leaf, 3 for 25c. grade. **5c**

College Days—Best domestic cigar ever sold at **6 for 25c**

Stirling Castle—Fine, clear Havana cigar, 10c. quality. **6c**

La Ideal—A choice clear Havana in a number of sizes at **3 for 25c and up**

There are six National Cigar Stands in Paducah at the following addresses and only at these stands can National Cigars be obtained.

W. B. McPHERSON, 335 Broadway.
J. D. BACON, 7th and Clay Sts.
J. D. BACON, 7th and Jackson Sts.
G. C. GILBERT, 1646 Myers St.
PETTITS RED CROSS PHARMACY, 12th and Trimble Sts.
JAMES P. SLEETH, 900 Broadway.

THE NEW IDEA THE ORIGINAL LAXATIVE COUGH SYRUP

KENNEDY'S LAXATIVE HONEY AND TAR

Moves the Bowels Best for Children Red Clover Blossom on Every Bottle SOLD BY DRUGGISTS

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People of Paducah

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Exchange Market of Paducah. You can dispose of
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dreds of little things of that nature.

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